



# ***Bond Task Force Transportation***

***August 25, 2011***



# ***Transportation Mission***

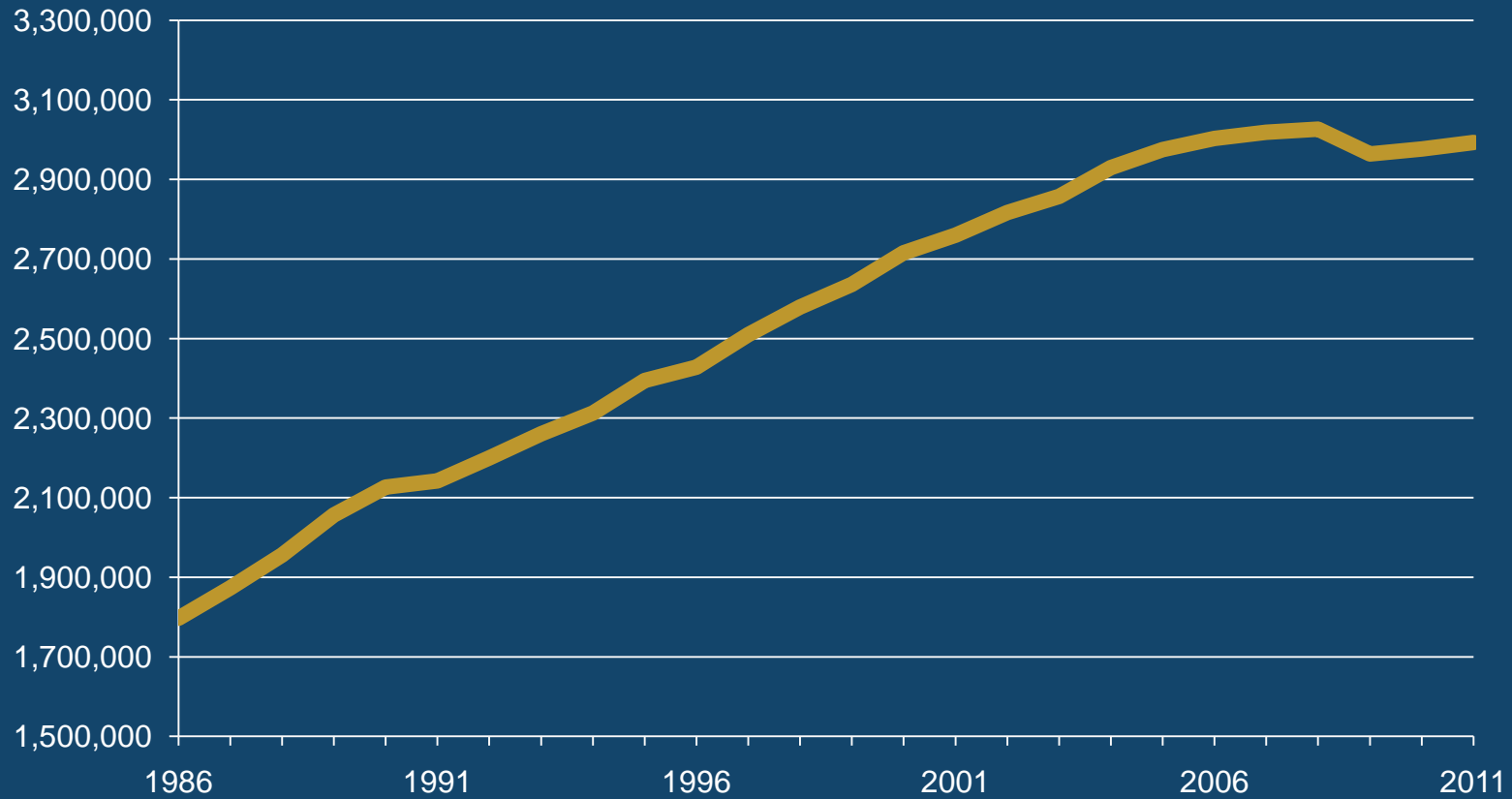
- To ensure that Scottsdale neighborhoods, businesses and visitors are provided an accessible, environmentally sensitive, safe and efficient transportation system

# ***National Policy Trends***

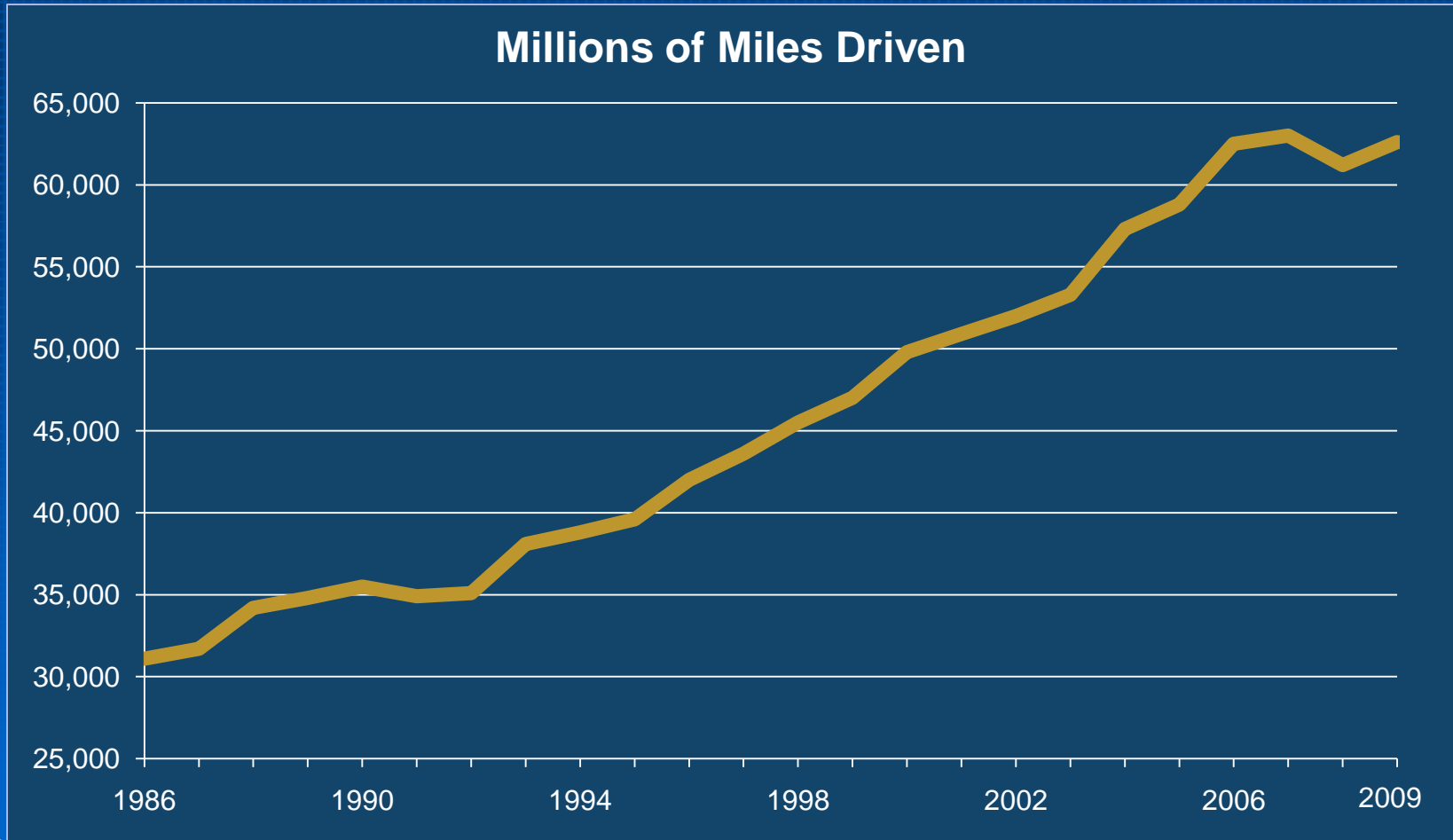
- Federal focus
  - Fewer earmarks
  - Competitive, performance-based grants such as the TIGER program
    - Strong multi-modal emphasis
  - State of good repair
  - Sustainable transportation (supports walking/biking)
- Federal revenue collection
  - May move from per gallon-based fees to vehicle mile travelled-based fees
    - Probably longer-term direction

# ***National Vehicular Travel***

**Millions of Miles Driven for April**



# ***State Vehicular Travel***



# ***Statewide Transportation Planning Framework (January 2010)***

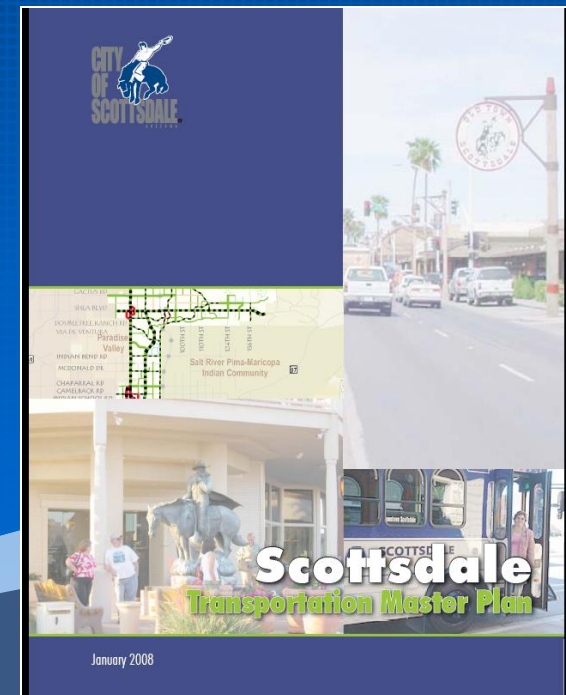
- Guiding Principles
  - Improve Mobility and Accessibility
  - Support Economic Growth
  - Promote a Development Pattern that Links Land Use and Transportation
  - Consider Arizona's Environment and Natural Resources
  - Ensure Safety and Security

# ***Local Planning***

- Scottsdale General Plan Update – underway
  - Citizen's survey (over 6,000 responses)
    - Scottsdale Values – “Top 4” w/% agree or strongly agree
      - Preserve Livable Neighborhoods – 92%
      - Respecting the Environment and Preserving the Desert – 86%
      - Economic Vitality – 84%
      - Commitment to Sustainability – 81%
      - Maintaining High Standards of Aesthetics – 81%

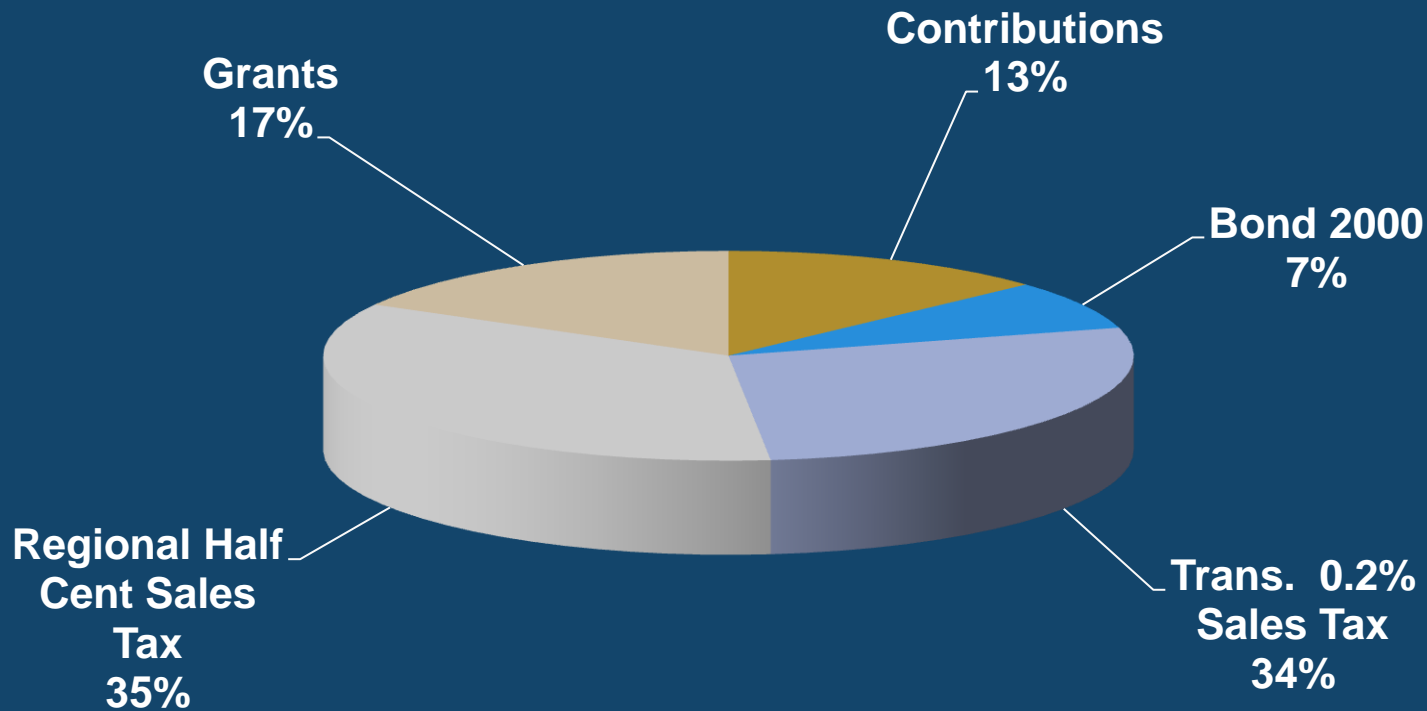
# Key Transportation Policies for Scottsdale

- Complete streets
  - entire right of way is safe and comfortable for all users
- Mode choice
  - Dedicate one-third or more of available capital funding to projects focusing on non-auto modes
- System efficiency
  - Person capacity, not vehicle capacity
  - Leverage technology
- Safety
  - Reduce collision rates
- Sustainability/Quality of life
  - Innovative solutions
  - Strong aesthetics



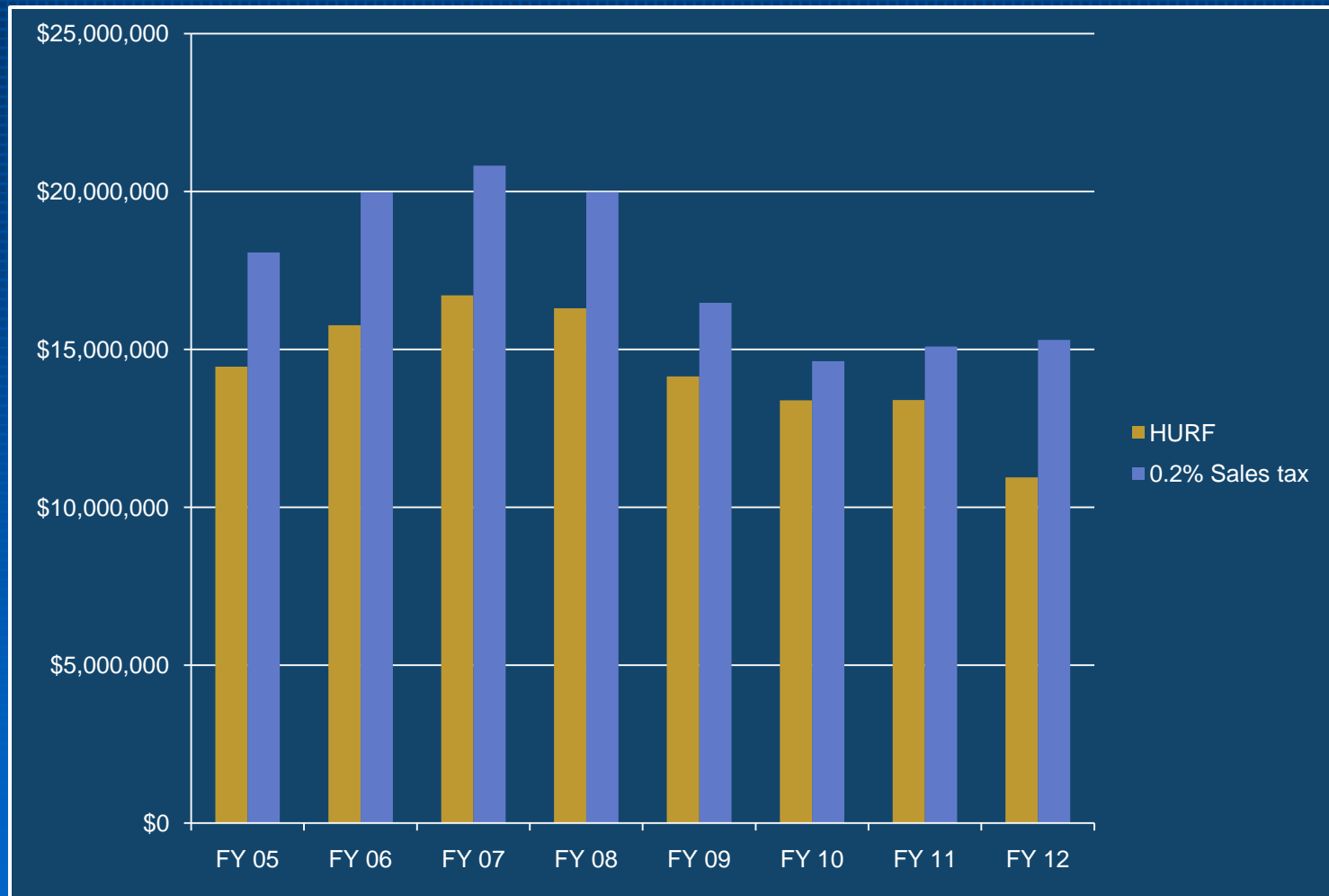


# ***Current 5-Year CIP Funding***



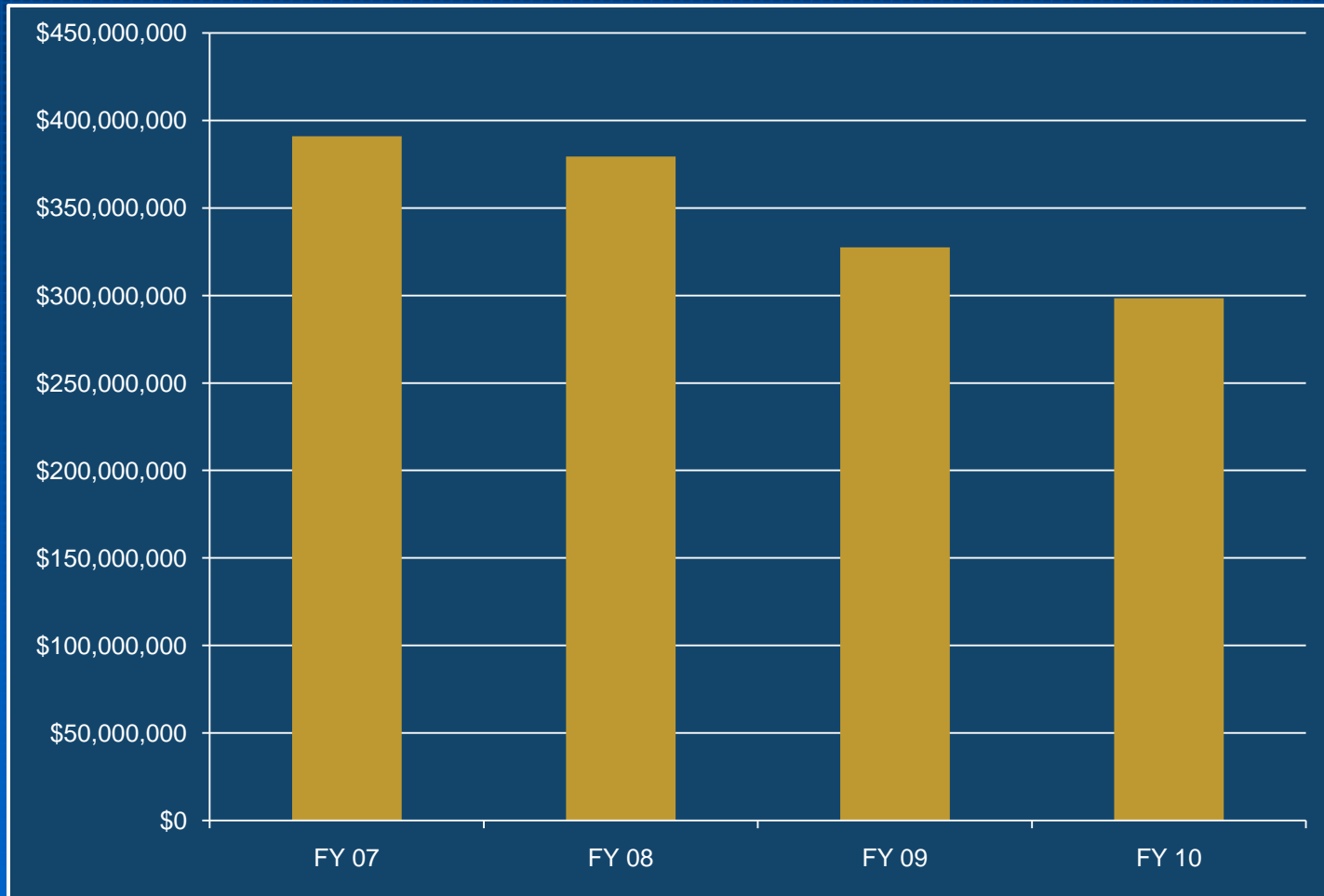
\$46 million of Regional Sales Tax has no City matching funds available through FY 16 (road projects require 30% local contribution)

# Local Revenue Trend



Transportation Master Plan completed in FY07 and FY08 – peak of revenue collections

# ***Proposition 400 Revenue Trend***



County-wide transportation ½-cent sales tax down 24% from FY 07 (1<sup>st</sup> full year of collections)

# ***Near Term CIP Priorities***

- Economic expansion
- State of good repair/safety upgrades
- Optimize existing assets
- Leverage matching funds
- Provide non-auto options

# ***History of Previous Transportation Bond Issues***

- 1989 Bond –\$99.3M for Transportation
  - Couplet, Shea, Scottsdale, Hayden Improvements
- 2000 Bond - \$126.0M for Transportation
  - Cactus, Scottsdale, Indian School, Pima Road Improvements completed
  - Also \$10.0M in Parks question for Bicycle system
- 2010 Bond - \$36.6M for Transportation and Drainage – Unsuccessful
  - Pima Road, Airpark, Mustang, AZ Canal

# ***Revised Bond Cycle***

- Reduce the amount of the proposed Bond issues
- Rather than 10 year cycle, use 3 to 5 year cycle
- Able to deliver projects in timely manner
- Better able to judge future project costs
- Able to respond to changing priorities

# ***3 to 5 Year Programmatic Needs***

- Accessible Curb Ramps/ADA Compliance
  - \$0.5 M per year
- Downtown Pedestrian Improvements
  - \$0.5 M per year
- Citywide Trails Plan Implementation
  - \$1.0 M per year
- Bus Stop Improvement Program
  - \$0.5 M per year
- Transit Vehicle Replacement/Acquisition
  - \$1.88 M one time cost

# ***Identified Near Term Projects***

- Hayden Rd/Camelback and Chaparral Rd Intersections \$5.5M
- Pima Rd – McDowell Rd. to Via Linda \$7.3M
- Airpark Roadway Improvements - Phase II \$11.3M
- Arizona Canal Improvements \$2.0M
- 68th Street/Thomas Rd Intersection \$1.5M
- Pima Rd - Pinnacle Peak to Happy Valley Rd \$6.7M
- Indian Bend Wash Path Renovation \$7.0M
- Chaparral Road Streetscape - 68th Street to Scottsdale Road \$2.3M
- McDowell Rd Bicycle and Ped Improvements - Phase II \$4.0M



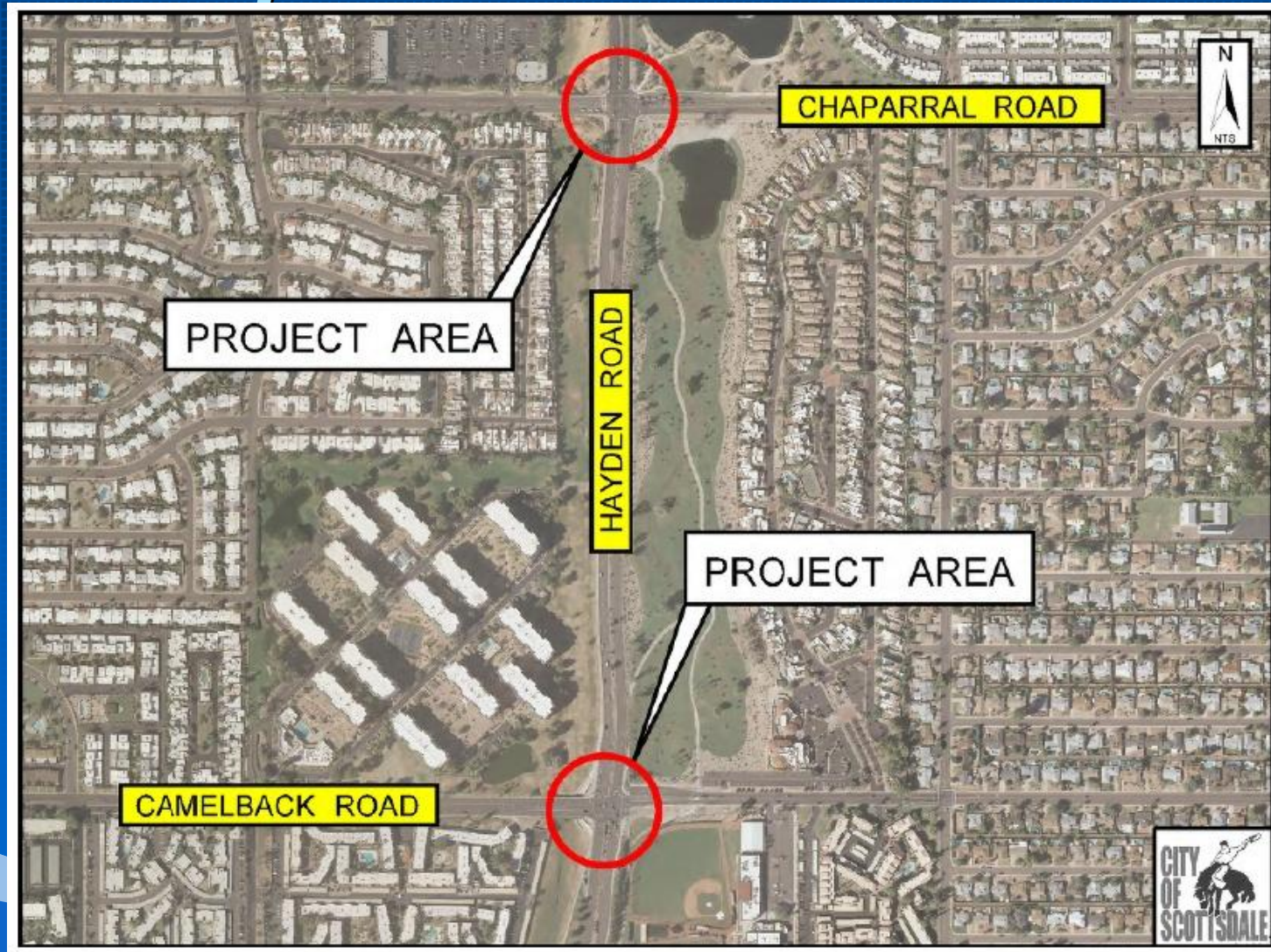
# ***Identified Mid-Term Projects***

- Chaparral Road Streetscape - Miller Road to Hayden Road \$1.7M
- Scottsdale Road - Pinnacle Peak Road to Jomax Road \$39.9M
- Pinnacle Peak Road - Miller to Pima Road \$28.0M
- CAP Canal Path - Loop 101 to Shea Boulevard \$11.5M
- Hayden Rd/McDowell Rd Intersection \$2.6M
- Happy Valley Road - Pima Road to Alma School \$18.0M
- Scottsdale Road Streetscape - Earl to Chaparral \$10.0M
- Thompson Peak Bridge and Legacy Boulevard Bridge \$6.5M
- Bike Lane Restriping \$2.0M
- Thomas Road Streetscape Phase II - 73rd to 60th \$8.0M
- Camelback Rd Reconstruction - Scottsdale to Indian Bend Wash \$6.0M

# ***Identified Long-Term Projects***

- Miller Road/Loop 101 Underpass and Connection \$6.0M
- Hayden Road Streetscape - McKellips to Indian School \$13.0M
- Miller Road - Pinnacle Peak to Happy Valley \$5.0M
- Pima Rd - Happy Valley Rd to Dynamite Blvd \$10.0M
- Carefree Highway - 60th Street to Scottsdale Road \$8.0M
- 100th Street Right Sizing from FLW to FLW \$5.3M
- Thomas Road Streetscape Phase III - Hayden to Pima \$4.0M
- Dynamite Road - Scottsdale to Pima \$17.0M
- CAP Canal Path - Scottsdale to Loop 101 \$8.7M
- HOV Ramps on Loop 101 to Northsight/Thunderbird \$19.0M
- Dynamite Road - 56th Street to Scottsdale Road \$15.0M
- Oak Street Streetscape - Scottsdale to Indian Bend Wash \$3.0M

# *Hayden Road Intersections at Chaparral and Camelback*

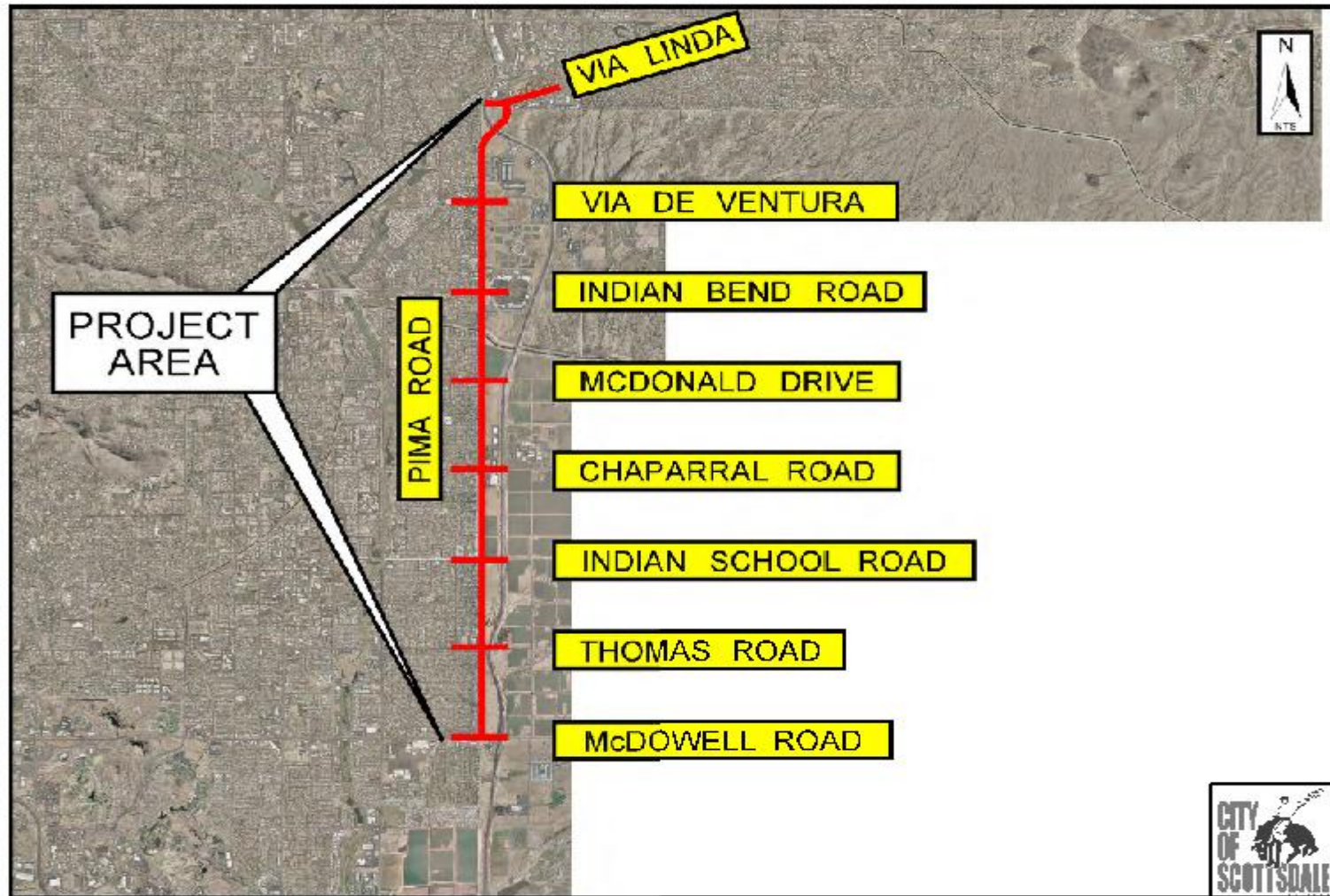




# ***Hayden Road Intersections at Chaparral and Camelback***

- Improve access between Downtown and Loop 101
- Increase use of under-utilized Camelback west of Hayden
- Reduce impacts of traffic growth on Villa Monterrey
- Improve intersection safety

# *Pima Road from McDowell Road to Via Linda*

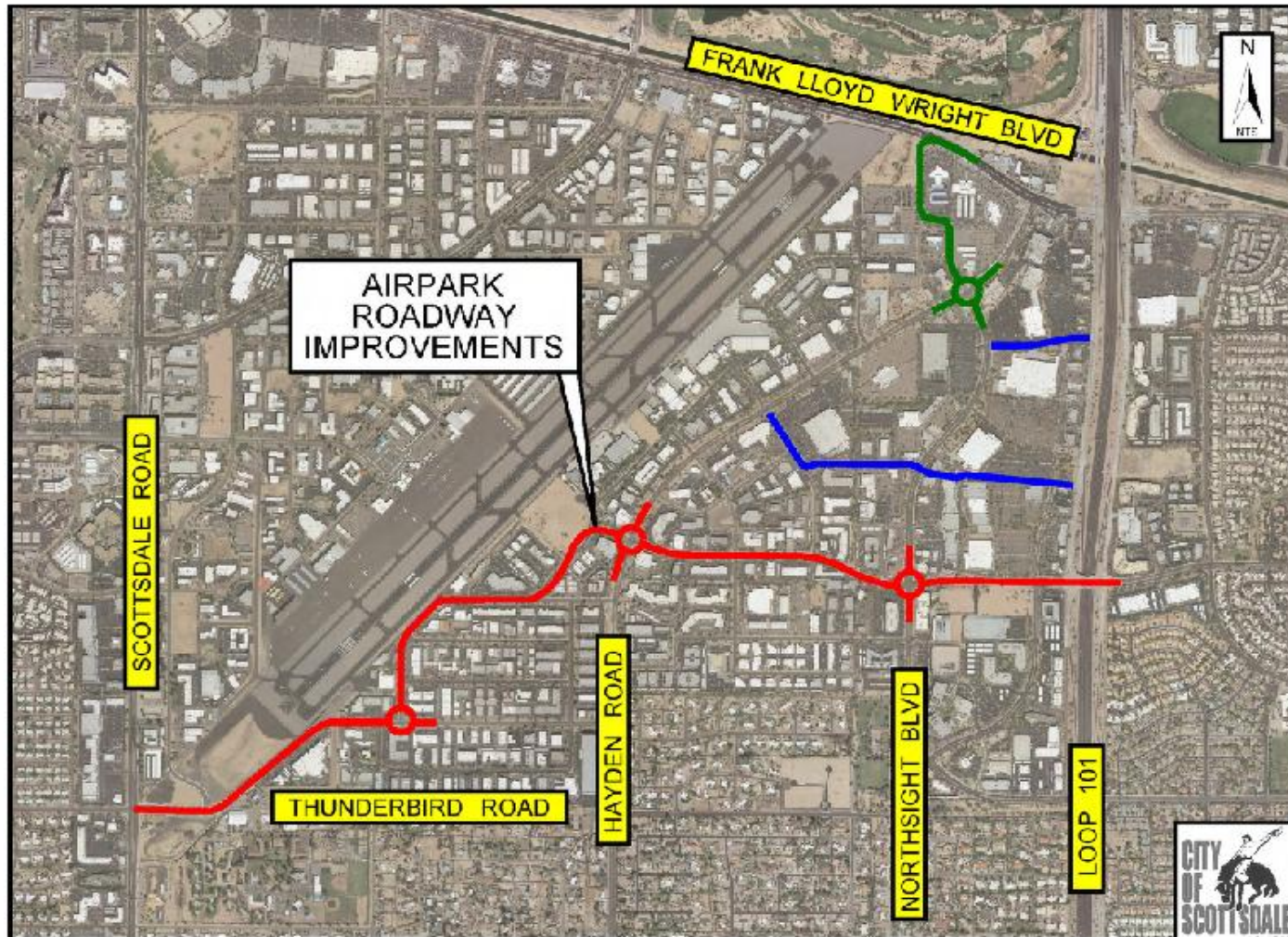


# ***Pima Road from McDowell Road to Via Linda***

- Improve access to Loop 101
- Improved access to employers/job centers
- Protect neighborhoods from impacts of development on SRP-MIC
- Improve intersection safety
- Improve regional north-south facility
  - Regional funds - \$30.0M
  - SRP-MIC funds - \$11.4M
  - Scottsdale share – \$7.9M



# Airpark Roadway Improvements Phase II



# ***Airpark Roadway Improvements Phase II***

- Improve access and traffic flow in the Scottsdale Airpark Area
- Improve direct connection from the Loop 101 Freeway at the Raintree Drive interchange
- Accommodate future expansion and job growth in the Airpark Area
- Support future transit network
- 70% of funding from Proposition 400



# ***Accessible Curb Ramps***

## ***ADA Compliance***



**Existing ramp, non-compliant**



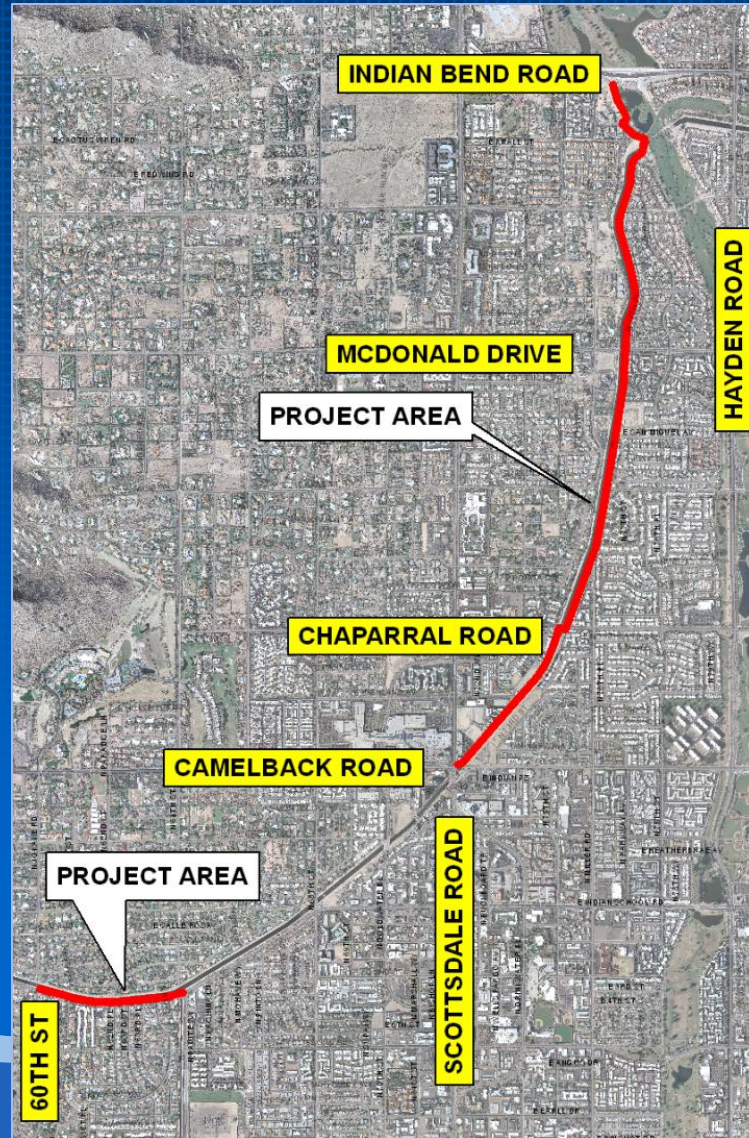
**2010 retrofit with current standards**

# ***Accessible Curb Ramps***

## ***ADA Compliance***

- Improve pedestrian mobility and accessibility
- Bring existing sidewalks into Americans with Disabilities Act compliance for public rights-of-way

# Arizona Canal Improvements 60<sup>th</sup> Street to Indian Bend





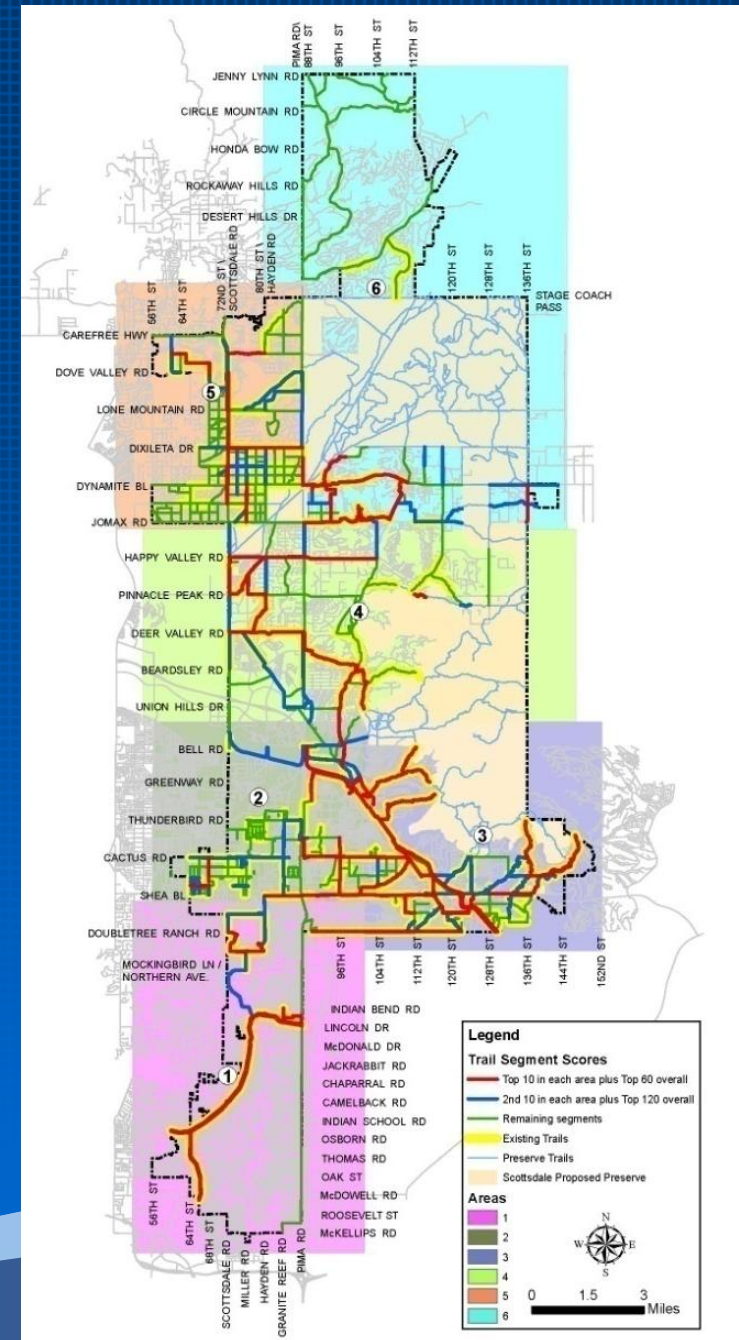
# ***Arizona Canal Improvements***

## ***60<sup>th</sup> Street to Indian Bend***

- 14-foot wide shared-use path featuring:
  - 10-foot concrete with 4-foot unpaved trail
  - Enhanced street crossings
  - Landscaping/Site furnishings/Public Art
- Final gap in 17 mile loop featuring Indian Bend Wash, Crosscut Canal, Arizona Canal and Rio Salado paths
- Regional Link - On the Sun Circle Trail
- \$4.5M in federal grants available

# Citywide Trails Plan Implementation

- Corridors identified in 2004 Trails Master Plan
- Segments ranked by 2008 Ad Hoc Citizen Trails Task Force



# ***Citywide Trails Plan Implementation***

- Promotes a healthy outdoor lifestyle
- Enhances the economy, culture, and quality of life for residents and visitors
- Serves transportation and recreation needs
- Provides unique travel experiences while linking local and regional places to the greater transportation network